POST MILES SHEET NO. 2017 Dist COUNTY NOTE: ABBREVIATIONS:

DWS DETECTABLE WARNING SURFACE
TC TOP OF CURB FOR DETAILS NOT SHOWN SEE STANDARD PLAN A88A TOP OF RAMP 90 REGISTERED CIVIL ENGINEER DATE TOP OF RETAINING CURB CALTRANS CONSERVATIVE DESIGN FEDERAL/CALIFORNIA PLANS APPROVAL DATE Items A through L graphically depict standards that are all required for compliance with the 2010 Americans with Disabilities Act or draft Public STANDARDS STANDARDS THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET. CIVIL OF CAL IF (A) Length of Ramp (1) Not required to exceed 15 feet, DIB 82 4.3.8 #1 Rights of Way Accessibility Guidelines. 50" min (B) Width of Ramp 48" min (C) Slope of Ramp 7.5% max 8.3% max (1) For each curb ramp location that is not designed to meet the conservative design standards include one (EA) quantity of bid item Pre/Post Construction Surveys in the bid item list. The intent of this bid item is to verify that construction complies with (D) X Slope of the Ramp 1.5% max 2.0% max (E) Top Landing Length 50" min 48" min 50" min REVI (F) Top Landing Width 48" min DATE allowable variations from the dimensions and slopes (G) Top Landing Slope 1.5% max 2.0% max shown on the contract plans required by CPB 14-1. (2) (H) Top Landing X Slope 1.5% max 2.0% max (I) Counter Slope (3) 1"(V):24"(H) max 5.0% max Location call outs and elevations direct the tie-in of the curb ramp to adjacent roadway, sidewalk, and grade at a project specific location with the specific compliant slopes and dimensions shown. Removal and replacement of any existing pavement or other surfacing necessary to tie-in to the proposed curb ramp is not shown in this example. (2) 1.5% max 2.0% max (J) Flow Line Slope (K) Detactable Warning Surface See Standard Plan A88A and DIB 82 (L) Flare (Right/Left) 9.0% max at curb 10.0% max at curb (1) Curb ramps shall have a running slope not steeper than 8.3% maximum but shall not require the ramp length to exeed 15 feet.(2) At pedestrian crossings without yield or stop control and at midblock pedestrian street crossings, the cross slope of curb ramps and landings shall be permitted to equal the street or highway grade. See DIB 82 CURVE DATA 4.3.8 item No. 8. No. ⊕ (3) Counter slope shall not exceed 1"(V):24"(H) or 4.2% where a gutter pan is present. If no gutter pan is present counter slope shall not exceed 5.0% max. XX' 00°00′00' XX' XX′ Optional SE Retaining Curb Local Alignment Line this Curb Ramp (Gutter FL/LOL) 0 **M** Exist Curb and Gutter Exist Curb and Gutter side walk slab (D) X.X% In this example the curb layout line (flow line) is located relative to a flow line alignment instead of a roadway alignment. This facilitates callouts in the format "CRB1" XX+XX.XX FL ELEV TC ELEV BK Of SW ELEV X.X. "CRB1" XX+XX.XX TRC ELEV shown, supplemented with necessary dimensions. Fewer dimensions are shown here because the zero offset stationing "CRB1" XX+XX.XX FL ELEV TC ELEV DEPARTMENT OF TRANSPORTATION "CRB1" XX+XX.XX FL ELEV TC ELEV BK OF SW ELEV TRC ELEV doubles as flow line dimensions. "CRB1" XX+XX.XX LID ELEV FL ELEV R ELEV K OF SW ELEV RC ELEV ELEV Lip ELEV FL EL TR ELEV Bk of SW ELEV TRC ELEV "CRB1" XX, Lip ELEV I TR ELEV BK Of SW E "CRB1" XX+XX FL ELEV TC This is one of two examples that depict the same curb ramp configuration with alternative ways to present location call outs, dimensions and elevations. No. 1 of 2 is relative to the roadway alignment and No. 2 of 2 is relative to a local alignment on the gutter flow line. Another \* Gutter Counter Slope Transition Length CALIFORNIA way to present the callouts, dimensions and elevations is in tabular format. *altans* CURB RAMP DESIGN STANDARDS, TWO CASE A RAMPS LOCAL FLOW LINE ALIGNMENT AND CALLOUTS 능

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